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## Pilot Says Libya Ousted Him For Refusing Mission to Chad

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WASHINGTON, Nov. 1 — When John Anthony Stubbs, a British civilian pilot, signed on in London late last year to fly transport planes in the Libyan desert, he expected a comfortable salary of \$48,000 a year and hardly any adventures.

He discovered, however, that the C-130 transport planes he was flying were the lifeline of the Libyan Air Force in Libya's war with neighboring Chad, carrying bombs and fuel as well as wounded soldiers.

After refusing to fly to a contested airfield in Chad, Mr. Stubbs was deported by the Government of Libya, a militant Arab nation in north Africa. He was then discharged by his immediate employer, a Swiss-based company controlled by Edwin P. Wilson, a former American intelligence agent who is now a fugitive living in Libya. According to Mr. Stubbs, Mr. Wilson's company failed to pay him \$3,000 in back wages and warned him not to divulge any information about his experiences in Libya.

### He Talked to Scotland Yard

Mr. Stubbs worked in Libya just under three months, but he brought back many memories and a good deal of information of potential value to law enforcement and intelligence officials. Soon after his return to London he told his story to a secret branch of Scotland Yard. It could not be learned what, if anything, was done with the information.

Two weeks ago, Mr. Stubbs said, Mr. Wilson telephoned him from Libya and warned him again to keep quiet. Nonetheless, he decided to come to the United States to tell his story.

In doing so, he became the first person willing to be identified in providing a first-hand description of some of Mr. Wilson's recent activities on behalf of the Libyan Government. He also gave useful insight into the strength and combat readiness of the Libyan Air Force, which is being assisted by Soviet equipment and personnel.

Mr. Stubbs said he was willing to ignore Mr. Wilson's warnings because he was so angry Mr. Wilson had not paid him more than \$3,000 he said he was owed. It was the allure of \$4,000 a month, he said, that attracted him to Libya in the first place.

### Disillusion on Wilson's Role

Mr. Stubbs said he started to grow disillusioned with Mr. Wilson when he found out that he was "getting a rake-off" of \$13,000 a month for each pilot he supplied to the Libyan Air Force. Mr. Stubbs said that he and his fellow civilian pilots from the West "in effect" became officers of the Libyan Air Force.

"We were logistically keeping the Russian MIG fighters airborne to keep the war front with Chad going," he said. "We were flying fuel, mainly, and bombs, and I personally flew troops down and brought war-wounded back."

But Mr. Stubbs said that his willingness to aid the Libyan war effort had its limits. In January, he recalled, while on a night flight to a field in the Libyan desert, his Libyan co-pilot told him that, after refueling in the desert, they were to fly to a Libyan-controlled airfield in N'Djamena, Chad, 1,500 miles south of Tripoli, the Libyan capital.

"The afternoon before this flight," Mr. Stubbs said, "I was talking to a Pakistani wing commander who had been down the night before to N'djamena. He said the bloody place is under fire, there are shell holes everywhere, the Chad are shelling."

"Well, I am not that bothered, but no way was I going to fly into N'djamena and be bombed out of the sky on the ground, thank you," Mr. Stubbs continued, "so that was the end of that."

### He Then Flew DC-3's

For a while after the Libyans terminated him for this refusal, Mr. Stubbs flew some transport missions on a DC-3 for Mr. Wilson that disturbed Mr. Stubbs even more.

These missions called for Mr. Stubbs to fly from Libya at night, to desert landing strips in Chad, traveling low to avoid radar and without using navigational equipment.

Mr. Stubbs never knew the destination of these flights, he said, but was guided by an American "cowboy navigator who sat in the right-hand seat saying 'go left,' 'go right,' 'up a bit round these mountains.'" The navigator, relying on his watch for timing, would suddenly announce their destination, Mr. Stubbs said.

"He'd say 'we should have some lights' and sure enough we had some lights, flares," Mr. Stubbs said. "It was a sandstrip, and it was lit up as we flew overhead. We circled around and the gooseneck flares would come on and we'd go in."

After a couple missions into Chad, Mr. Stubbs said, he became curious about

### He Pries Crates Open Finally

"I thought 'I will have a look down here,' so before we hoisted off I pried a couple of crates open," he said, "and there was small arms."

Mr. Stubbs said that he could not identify the loyalties of the people to whom he was delivering the arms, that they were unloaded by "lots of people in combat uniforms, but with no identification whatsoever." Whatever their identification, Mr. Stubbs said, he decided he had to leave Libya.

He said: "I thought boy, oh boy, am I in trouble here, so I said, 'Look Ed, I have a bit of a problem at home, I think I had better get home.'"

Shortly after his return to England in February, Mr. Stubbs took his story to the British authorities. He said he told them about Mr. Wilson's recruiting operations, the makeup and status of the Libyan Air Force, the involvement of Russians, Palestinians, Americans and English with the Libyans, the desperate need of the Libyans for spare parts and the elaborate attempts by Mr. Wilson to secure them by clandestine means in England.

Mr. Stubbs said the American authorities seem more interested than the British in pursuing Mr. Wilson's activities in Libya. Scotland Yard, however, has provided Mr. Stubbs with some protection, and the British authorities recently intensified their investigation of the Libyan attempt to obtain spare parts for their American aircraft.

As for Mr. Stubbs, he has left his home in a tiny village north of London, in Suffolk, at least for a few years. He has also, most likely permanently, given up flying, for 17 years his chosen profession, in the Royal Air Force and for civilian airlines.

At the age of 40, Mr. Stubbs said, he has turned his hobby, making clay models of English country homes, into a full-time vocation.